

Components of the Alternatives

Component	Alternative 1	Alternative 2	Alternative 3	Alternative 4	Alternative 5	Alternative 6
	No Action	Recreation and Cultural Resource Emphasis	Wildlife Resource Emphasis	Highway Operations, Safety, and Maintenance Emphasis	Biological Resource Emphasis	Blended Emphasis (Preferred)
Roadway Width						
Total width	5.5 m (18 ft.)	9.6 m (32 ft.)	8.4 m (28 ft.)	9.6 m (32 ft.)	8.4 m (28 ft.)	8.4 m (28 ft.) [†] 9.6 m (32 ft.)
Travel lane width	2.75 m (9 ft.)	3.6 m (12 ft.)	3.6 m (12 ft.)	3.6 m (12 ft.)	3.6 m (12 ft.)	3.6 m (12 ft.)
Shoulder width	0	1.2 m (4 ft.)	0.6 m (2 ft.)	1.2 m (4 ft.)	0.6 m (2 ft.)	1.2 m (4 ft.) [†] 0.6 m (2 ft.) [†]
Number of Pullouts	114	79	37	63	32	67
Number of Switchbacks	12	12	12	9	10	12
Disturbed Area Summary						
New disturbed area	0 ha (0 ac.)	68 ha (169 ac.)	60 ha (148 ac.)	63 ha (155 ac.)	61 ha (152 ac.)	65 ha (161 ac.)
Abandoned road segments	0 ha (0 ac.)	6 ha (14 ac.)	4 ha (9 ac.)	6 ha (14 ac.)	7 ha (16 ac.)	7 ha (18 ac.)
Estimated Construction Cost	\$0	\$45,700,000	\$44,400,000	\$50,800,000	\$47,600,000	\$48,300,000
Alignment Options						
Beartooth Ravine	Existing Alignment	Existing Alignment Option 40 km/h (25 mph)	Existing Alignment Option 40 km/h (25 mph)	Option B 60 km/h (37 mph)	Option A 55 km/h (34 mph)	Option A 55 km/h (34 mph)
Top of the World Store	Existing Alignment	Option B	Existing Alignment Option	Existing Alignment Option	Option A	Option A
Little Bear Lake Fen	Existing Alignment	Retaining Wall Option	Retaining Wall Option	Retaining Wall Option	Bridge Option	Retaining Wall Option
Frozen Lake	Existing Alignment	Existing Alignment Option 40 km/h (25 mph)	Existing Alignment Option 40 km/h (25 mph)	Option A 50 km/h (31 mph)	Existing Alignment Option 40 km/h (25 mph)	Existing Alignment Option 40 km/h (25 mph)
Bar Drift (near West Summit)	Existing Alignment	Existing Alignment Option	Existing Alignment Option	Option A	Option A	Existing Alignment Option
Albright Curve (near East Summit)	Existing Alignment	Existing Alignment 30 km/h (19 mph)	Existing Alignment 30 km/h (19 mph)	Option B 50 km/h (31 mph)	Existing Alignment 30 km/h (19 mph)	Option A 40 km/h (25 mph)

Note: The existing alignment option is the new alignment that would most closely follow the road's existing alignment.

[†]The roadway width would be 9.6 m (32 ft.) with 1.2 m (4 ft.) shoulders from the beginning of the project to the road closure gate past Long Lake and 8.4 m (28 ft.) with 0.6 m (2 ft.) shoulders from the gate to the end of the project.